



# Fact Sheet

## **US 51/WIS 29 – Big Rib River to Bridge Street WIS 29 west interchange Alternative 4 Modified**

### **Project limits**

The US 51/WIS 29 corridor between the Big Rib River and Bridge Street is also known as the WIS 29 west interchange. It includes the interchanges at Sherman Street, WIS 29, WIS 52 and Bridge Street along US 51, and the interchange ramps to Stewart Avenue along WIS 29.

### **Reasons for improvements**

Improvements are required because of increasing traffic volumes and congestion experienced on US 51/ WIS 29 and on the local road system. The existing US 51/WIS 29 corridor was constructed in the 1960's, using design standards that are obsolete today. A summary of reasons include:

- The pavement needs to be replaced
- Increase capacity – a third lane is needed in the area where US 51 and WIS 29 are routed together
- Eliminate signals along WIS 29 - construct free-flow ramps between US 51 and WIS 29
- Provide four lanes of traffic for local roads crossing the US 51/WIS 29 corridor – eliminate traffic bottlenecks
- Improve ease of traffic entering/exiting the US 51/WIS 29 corridor – allow sufficient merging distance between on/off ramps
- Improve pedestrian/bicycle access - provide sidewalks along selected roads crossing the US 51/WIS 29 corridor

### **WisDOT selects Alternative 4 Modified**

After a nine-month long process to develop and evaluate interchange designs, WisDOT selected Alternative 4 Modified. Reasons for selecting Alternative 4 Modified include:

- US 51 interchanges with the local road system remain the same as existing locations. Direct access is provided for both US 51 and WIS 29 from the west to Bridge Street. This configuration is more likely to meet driver expectation and minimize driver confusion in this area.
- The ramps between WIS 29 west and US 51 north are further to the south than those proposed under Alternative 7A. The location of these ramps to the south will reduce the amount of roadway noise experienced by residents located to the northwest of the interchange and improves the aesthetics of the area compared to Alternative 7A.
- Alternative 4 Modified has fewer structures and less new roadways than Alternative 7A reducing long term maintenance costs.
- A majority of the comments received from local officials, major stakeholders, and the general public indicate strong support of this alternative.



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## Residence and business relocation

None of the alternatives developed during this project completely eliminate the need to relocate businesses or residences. The project goals of increasing the safety and efficiency of the US 51/WIS 29 corridor and local road system resulted in the need to relocate the following businesses and residences:

- Menards Complex (main Menards building and attached businesses)
- Kmart
- Burger King
- Northwest Trucks
- Stewart Square
- Hudson Restaurant (potential relocation)
- One resident on 28<sup>th</sup> Avenue (potential relocation)

## Estimated cost to construct interchange

The cost to construct the US 51/WIS 29 west interchange project is approximately two-thirds of the estimated \$168 million cost to improve the entire corridor.

## Construction schedule

Real estate acquisition is expected to begin in 2003. Construction of the US 51/WIS 29 west interchange is expected to begin in 2005. The entire corridor improvement project should be completed by 2010.

## Traffic impacts during construction

WisDOT is currently reviewing the construction staging. Two lanes of traffic in each direction will be maintained on US 51 during construction. Access to properties adjacent to this project will have access at all times. If a temporary road closure is required during construction, access will be provided.

